

2011 National Transit Profile Summary - Full Reporter Agencies

General Information (Millions)

Service Consumption

Annual Passenger Miles	54,328.1
Annual Unlinked Trips	10,042.9
Average Weekday Unlinked Trips (****)	33.1
Average Saturday Unlinked Trips (****)	17.8
Average Sunday Unlinked Trips (****)	12.6

Service Supplied

Annual Vehicle Revenue Miles	3,856.1
Annual Vehicle Revenue Hours	256.2
Vehicles Operated in Maximum Service	108,373
Vehicles Available for Maximum Service	136,614

Financial Information (Millions)

Fare Revenues Earned

Sources of Operating Funds Expended	\$13,150.8
Fare Revenues (33%)	\$13,075.7
Local Funds (28%)	\$11,151.9
State Funds (25%)	\$9,694.7
Federal Assistance (9%) (***)	\$3,482.7
Other Funds (5%)	\$2,004.5

Total Operating Funds Expended

Sources of Capital Funds Expended

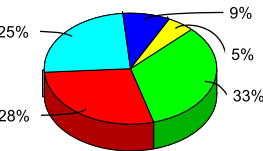
Local Funds (33%)	\$5,118.7
State Funds (13%)	\$2,046.0
Federal Assistance (44%) (****)	\$6,855.9
Other Funds (10%)	\$1,619.0
Total Capital Funds Expended	\$15,639.7

Summary Operating Expenses (Millions)

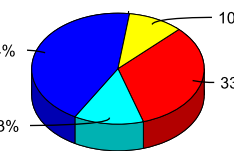
Salary, Wages, Benefits	23,546.5
Materials and Supplies	4,015.6
Purchased Transportation	4,514.8
Other Operating Expenses	3,665.0
Total Operating Expenses	35,741.9

Reconciling Cash Expenditures	3,529.2
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Sources of
Operating Funds Expended



Sources of
Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	40,776	7,625	\$2,141.9	\$512.6	\$1,061.8	\$176.6	\$3,892.9
Heavy Rail	9,057	32	\$440.7	\$2,610.7	\$1,956.5	\$447.2	\$5,455.0
Commuter Rail	4,867	1,192	\$722.1	\$1,130.2	\$537.3	\$58.6	\$2,448.2
Demand Response	6,170	16,782	\$186.6	\$18.2	\$23.1	\$6.0	\$233.9
Demand Response - Taxi	0	4,044	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
Light Rail	1,233	94	\$244.7	\$2,229.4	\$531.5	\$30.5	\$3,036.0
Ferryboat	70	38	\$152.2	\$3.6	\$99.8	\$8.5	\$264.1
Trolleybus	403	0	\$4.4	\$21.4	\$0.6	\$0.4	\$26.8
Cable Car	27	0	\$0.7	\$11.7	\$0.1	\$0.0	\$12.5
Vanpool	7,028	4,382	\$23.3	\$0.4	\$0.8	\$0.6	\$25.0
Monorail/Automated Gui	38	4	\$3.8	\$0.8	\$1.7	\$0.2	\$6.5
Publico	0	3,259	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Inclined Plane	6	2	\$0.0	\$0.4	\$0.3	\$0.0	\$0.7
Alaska Railroad	30	0	\$0.2	\$7.3	\$0.2	\$0.3	\$7.9
Bus Rapid Transit	41	14	\$19.4	\$16.4	\$6.1	\$18.0	\$59.9
Commuter Bus	346	610	\$62.0	\$23.0	\$45.0	\$0.2	\$130.4
Street Car Rail	152	22	\$9.5	\$22.8	\$1.3	\$0.5	\$34.1
Hybrid Rail	0	29	\$1.2	\$2.9	\$1.5	\$0.1	\$5.7
Total	70,244	38,129	\$4,012.9	\$6,611.7	\$4,267.5	\$747.6	\$15,639.7

Performance Measures

Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
\$10.1	\$124.5	\$0.9	\$3.6	2.8	34.4
\$10.5	\$210.1	\$0.4	\$1.8	5.7	114.9
\$15.0	\$490.6	\$0.4	\$10.1	1.5	48.5
\$4.5	\$65.0	\$3.6	\$33.5	0.1	1.9
\$3.9	\$48.6	\$3.5	\$21.8	0.2	2.2
\$16.0	\$248.4	\$0.6	\$3.2	5.0	77.5
\$159.6	\$1,442.2	\$1.3	\$8.3	19.2	173.3
\$20.8	\$147.2	\$1.5	\$2.4	8.8	62.1
\$194.1	\$381.4	\$6.2	\$7.9	24.6	48.3
\$0.8	\$33.7	\$0.1	\$4.7	0.2	7.1
\$22.1	\$237.9	\$2.8	\$3.2	7.0	75.5
\$1.5	\$17.7	\$0.3	\$1.5	1.0	12.2
\$41.6	\$131.0	\$4.7	\$1.6	25.9	81.5
\$33.1	\$617.3	\$1.5	\$28.5	1.2	21.6
\$11.9	\$146.3	\$0.9	\$3.4	3.5	43.6
\$6.6	\$173.6	\$0.3	\$7.9	0.8	22.1
\$21.8	\$179.5	\$1.1	\$2.5	8.8	71.9
\$27.7	\$653.4	\$0.8	\$10.0	2.8	65.4

Modal Characteristics

Mode	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$18,329.6	\$5,088.9	\$3,892.9	19,882.7	1,815.7	5,063.9	147.2	3705.1	59,871	7.5	48,401	1.5	24%
Heavy Rail	\$6,669.1	\$4,401.8	\$5,455.0	17,316.6	636.3	3,647.1	31.7	1617.2	14,942	19.2	9,089	1.6	64%
Commuter Rail	\$4,668.8	\$2,434.2	\$2,448.2	11,314.2	311.2	461.3	9.5	7576.4	6,971	19.3	6,059	1.7	15%
Demand Response	\$3,086.4	\$223.0	\$233.9	846.3	689.6	92.0	47.5	N/A	27,935	3.7	22,952	N/A	22%
Demand Response - Taxi	\$114.4	\$11.4	\$0.2	32.4	29.2	5.2	2.4	N/A	3,911	N/A	4,044	N/A	0%
Light Rail	\$1,393.0	\$418.1	\$3,036.0	2,197.7	87.3	434.5	5.6	1397.5	1,969	14.0	1,327	1.4	48%
Ferryboat	\$518.3	\$124.0	\$264.1	389.4	3.2	62.3	0.4	675.0	140	20.3	108	0.0	31%
Trolleybus	\$232.6	\$84.3	\$26.8	160.3	11.2	98.2	1.6	451.4	479	11.4	403	1.2	19%
Cable Car	\$55.7	\$24.9	\$12.5	9.0	0.3	7.0	0.1	8.8	40	101.7	27	1.4	48%
Vanpool	\$158.1	\$99.7	\$25.0	1,147.7	189.8	33.3	4.7	N/A	12,993	3.2	11,410	N/A	14%
Monorail/Automated Gui	\$43.8	\$4.4	\$6.5	15.7	2.0	13.9	0.2	18.6	65	17.9	42	1.1	55%
Publico	\$56.3	\$55.2	\$0.0	171.7	37.8	38.7	3.2	N/A	5,624	N/A	3,259	N/A	73%
Inclined Plane	\$2.5	\$3.8	\$0.7	0.5	0.1	1.6	0.0	2.8	8	81.5	8	1.0	0%
Alaska Railroad	\$3.3	\$1.4	\$7.9	2.2	0.1	0.1	0.0	959.9	95	23.5	30	1.0	217%
Bus Rapid Transit	\$20.5	\$4.8	\$59.9	22.8	1.7	6.1	0.1	13.1	75	1.6	55	1.1	36%
Commuter Bus	\$223.5	\$126.1	\$130.4	653.1	33.6	28.4	1.3	633.9	1,181	7.5	956	3.7	24%
Street Car Rail	\$108.5	\$38.6	\$34.1	96.0	5.0	43.5	0.6	135.7	271	38.9	174	1.4	56%
Hybrid Rail	\$57.6	\$6.2	\$5.7	69.7	2.1	5.8	0.1	207.2	44	8.9	29	2.4	52%
Total	\$35,741.9	\$13,150.8	\$15,639.7	54,328.1	3,856.1	10,042.9	256.2	17,402.6	136,614		108,373		

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

(**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for capital projects.

(****) Average UPT values not available for DT Demand Response Taxi.

